How would YOU spend Columbus & Bartholomew County's Transportation Funds?

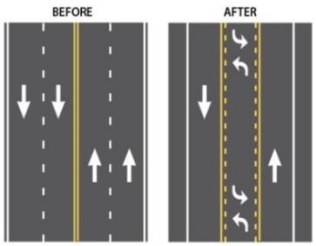
Spend all your transportation bucks on one option, or distribute them as you see fit!

Scenario 1 — *Street and Road Improvements*

Motorist safety depends partly on the condition of streets and roads. Our thoroughfares occasionally require resurfacing and other repairs as they age, and bridges and culverts occasionally need to be replaced. Also, roads on the perimeter of the city will likely require improvement as development expands into those areas. Maintaining existing infrastructure and improvements to accommodate new development is an important component of a balanced transportation program.

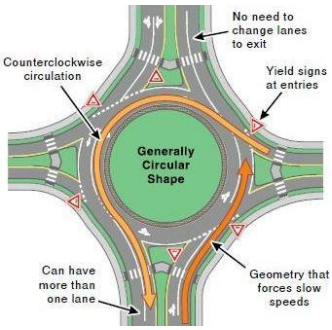
Scenario 2 — *Road Diets and Roundabouts*

A road diet involves converting a four-lane street for the purpose of improving safety and accommodating a variety of users. A typical solution is to reconfigure the road into two lanes plus a center turn lane for cars, with dedicated bike lanes on both sides. A road diet is a low-cost solution that can be often be achieved for the cost of restriping travel lanes as part of an overlay project.



Road Diet

Roundabouts are circular intersections that improve traffic flow and safety. They can be designed to improve safety for all transportation users, including pedestrians and bicyclists. A key component of roundabouts is the reduction of conflict points at intersections, reducing crashes that result in injury or loss of life.



Roundabout

The model results showed that the volume along road diet streets decreased by less than 5%, while average daily traffic (ADT) increased slightly on nearby streets. Roundabouts did not show a noticeable impact on traffic compared to other intersection controls (stop signs, traffic signals, etc.).

Scenario 3 — *ColumBUS Transit Service Enhancements*

ColumBUS currently provides bus service within the City of Columbus, operating five routes. Suggestions for new service have included routes to Edinburgh and to Woodside Industrial Park. Expansion of some routes and more frequent service are other ideas that have surfaced during the Long-Range Transportation Planning process. The model results indicate that the transit ridership could increase by 15 to 20% with the improvements proposed in the transit enhancement scenario.

Scenario 4 — *Non-Motorized Transportation Options*

A large number of neighborhoods are in need of sidewalks. Other challenges for bicycle and pedestrian travelers include gaps between sidewalks and People Trails, and incomplete bicycle infrastructure. These deficits represent lack of transportation for some, safety issues for those who have to walk along streets with no sidewalks, and problems for bus riders walking to their stops.

Modeling results show that if sidewalks were completed in all deficient neighborhoods, and if the Columbus Bicycle and Pedestrian Plan were fully implemented, there would be an estimated 12 percent increase in bike and walking trips.

East-West Road Connections

Development on the west side of Columbus has increased traffic on SR 46 and led to the exploration of alternative travel routes. Possibilities include the extension of CR 200 South from SR 11 to SR 46, improvements along CR 325 West and Lowell Road, and a railroad overpass on Jonathan Moore Pike (SR 46).

Modeling results show that a CR 200 South connection will divert a significant amount of traffic from SR 11 and SR 46. The proposed roadway is estimated to have an average daily traffic of 9,500 vehicles. Improvement to the CR 325 West / Lowell Road / Indianapolis Road connection also show an increase in traffic utilizing the US 31 overpass as an alternate to SR 46.

WHAT is ADT?

ADT is the Average Daily Traffic on a given roadway. It is a useful way to measure how many vehicles use the road, and can help in determining maintenance and funding needs.

What is LOS?

LOS, or Level of Service, is a qualitative measure of traffic flow describing operating conditions. Each of the six levels is given a letter designation from A to F, with A representing the best operating conditions and F the worst. A road may operate at a range of levels based on varying demand.

A	• Free flow operation
B	• Reasonably free flow • Ability to maneuver is only slightly restricted • Effects of minor incidents are easily absorbed
C	• Speeds at or near free flow speed • Freedom to maneuver is noticeably restricted • Lines may form behind any significant blockage
D	• Speeds decline slightly with increasing flows • Traffic density increases quickly
E	• Operation at or near capacity • No usable gaps in the traffic stream • Any disruption causes lines
F	• Breakdown in flow • Lines form behind breakdown points • Demand is greater than capacity